

A special meeting of the Board of Aldermen was held Monday, March 23, 2026, at 7:00 p.m. in the aldermanic chamber and duly noticed in two places, including the City's website, in accordance with the requirements of RSA 91-A:2 II.

President Lori Wilshire presided; Budget Committee Clerk Michael B. O'Brien, Sr. recorded.

Prayer was offered by Budget Committee Clerk, Michael B. O'Brien, Sr.; Alderman John Sullivan led in the Pledge to the Flag.

Let's start the meeting by taking a roll call attendance.

City Clerk Healey called the roll.

The roll call was taken with 13 members of the Board of Aldermen present: Alderman Klee, Alderwoman Smith (7:04 p.m.), Alderman Thibeault, Alderman O'Brien, Alderman Gregg, Chairman Dowd, Alderman Sullivan (via Zoom), Alderman Sennott, Alderman Johnson, Alderwoman Kelly, Alderman Morgan, Alderman Lopez (7:06 p.m.), President Wilshire.

Alderman Clemons, Alderman Chess were recorded absent.

Also in attendance was Mayor Jim Donchess, Corporation Counsel Steve Bolton.

President Wilshire

I'm going to turn the meeting over to Rick Dowd the Chair of Budget Review Committee.

Chairman Dowd

All right. This evening we have a Public Hearing on 2 Resolutions - R-26-003 and R-26-007 and we will start the proceeding with a Public Hearing of R-26-003 as amended Relative to the Supplemental Appropriation of \$15,000 of Assigned Fund balance into Department 161 Streets, Account 51300 Overtime, and \$40,000 of Assigned Fund Balance into Department 177 Parks, Account 51300 Overtime for the Intended Purpose of Covering Expenses Related to the Cleanup and Maintenance of Main Street, the Riverfront, and the Library Walk. Is there anyone here to give us presentation on this?

PUBLIC HEARING

R-26-003, Amended

RELATIVE TO THE SUPPLEMENTAL APPROPRIATION OF \$15,000 OF ASSIGNED FUND BALANCE INTO DEPARTMENT 161 "STREETS", ACCOUNT 51300 "OVERTIME", AND \$40,000 OF ASSIGNED FUND BALANCE INTO DEPARTMENT 177 "PARKS", ACCOUNT 51300 "OVERTIME" FOR THE INTENDED PURPOSE OF COVERING EXPENSES RELATED TO THE CLEAN UP AND MAINTENANCE OF MAIN STREET, THE RIVERFRONT, AND THE LIBRARY WALK

Liz Hannum, Economic Development Director

Liz Hannum, Economic Development Director. You have seen this legislation a few times. Now we have the official wording that we agreed upon at the last Budget Review meeting but this would be for cleaning - overtime for DPW in both Streets and Parks Departments to do cleanings of the Riverwalk, the Library Walk, and Main Street, as well as some of the side streets on occasion as well. So that would be for April 1st through June 30th and then we would we would talk about the next piece at our budget hearings.

Chairman Dowd

Okay. Does anyone have any clarifying questions on the legislation? Seeing none, thank you. I'll now call for testimony in favor of R-26-003. Name and address for the record.

Testimony in Favor

Bill Ferriero

My name is Bill Ferriero. My home is #35 Indian Rock Road. So a few weeks back, this was 200k to do this task. So can Liz maybe come back up and explain? Did she descope it, or shorten the schedule, or find some budget elsewhere or?

Chairman Dowd

That's ..

Bill Ferriero

That's my question.

Chairman Dowd

.. not the way we normally do public hearings.

Bill Ferriero

I can't ask questions, Sir?

Chairman Dowd

You can ask a question.

Bill Ferriero

Do you have the answer?

Alderman Gregg

We did cover that in the last meeting.

Chairman Dowd

It's been ..

Alderman Thibeault

We had another budget meeting. We went over it in depth.

Chairman Dowd

Yeah, at the last budget meeting it was fully explained and made public in the minutes. It's basically the reduction in cost was due to the scope of work and the time left to do it.

Bill Ferriero

Thank you. That's all you needed to say. Thank you.

Chairman Dowd

Any other testimony in favor? Seeing none.

Alderman Gregg

Oh wait, we've got somebody.

President Wilshire

Not so fast.

Chairman Dowd

Oh.

Paul Shea, Commissioner of the Board of Public Works

Paul Shea, Commissioner of the Board of Public Works, 42 Hills Ferry Road. I just wanted to take a moment and speak in favor of this and express appreciation for Director Hannum's work with the Division and the amount of deliberation and thought that has gone into ensuring that all areas of the Riverwalk that need this level of care and maintenance are attended to. It's really important to the neighborhoods and it's especially important to downtown in terms of the welcoming atmosphere. We have invested so much in the Riverwalk and to ensure that we have a adequate maintenance plan for all of the areas and people are made to feel welcome and safe in the full length of it is so important to me, and I know it's important to a lot of people, and I appreciate that, and that's why I'm in favor of this. Thank you.

Chairman Dowd

Thank you. Any other testimony in favor? Seeing none.

Testimony in Opposition - NoneTestimony in Favor - NoneTestimony in Opposition - None

Chairman Dowd closed the public hearing on Resolution R-26-003 at 7:06 p.m.

Chairman Dowd opened the public hearing on Resolution R-26-007 at 7:06 p.m.

Chairman Dowd

I'll open the Public Hearing on Resolution R-26-007 at 7:06 p.m. R-26-007, Amended, Authorizing the Mayor and the City Treasurer to Issue Bonds not to Exceed \$3 million for the Public Works Division Garage Design. Okay is there anyone here? Alderman - yes, Director Cummings?

R-26-007, Amended**AUTHORIZING THE MAYOR AND CITY TREASURER TO ISSUE BONDS NOT TO EXCEED THREE MILLION DOLLARS (\$3,000,000) FOR THE PUBLIC WORKS DIVISION GARAGE DESIGN**Tim Cummings, Director of Administrative Services

Yes, thank you, Mr. Chairman. For the record, Tim Cummings, Director of Administrative Services. I believe the intention or plan this evening is going to do a quick overview or presentation on the project and regarding the specific legislation before you this evening. I am going to begin by introducing the Director of Public Works Director Fauteux but before I do that, I'd like to set the stage a little bit for the room and for you all. It's been a long time coming. I feel like this legislation has taken a while and so I'm really appreciative to be here this evening to continue to advance this project. So just to re-orientate folks, what I'm asking for this evening is your favorable recommendation on R-26-007 because it is a project that is currently underway and it's overseen by the Joint Committee on Infrastructure, and the Board of Public Works, and we presented a total project budget at a couple of occasions in that Joint Committee. Just as a refresher, we're looking at - and though we're not fully designed - a total project cost of just about \$54 million or a tick over that and that will get more refined as we go on.

In that financing plan that I just alluded to in the Joint Committee, we had presented a couple times relative to the total project cost, and we outlined a financing plan, and funding sources through a few different means, and I'm pleased to report to you that the legislation before you stays true to what we had previously discussed in that Joint Committee. Ultimately, there's going to be a need for about \$48 million in new debt to be authorized. You may all recall that we repurposed about \$2.2 million in debt for this project. We are going to move around some of the existing appropriations that are available to us so we don't have to authorize any additional debt, you know, through various capital projects that are wrapping up. There's some additional monies in the in the Solid Waste Fund and we believe from there we can cobble together that \$54-ish million dollars that I referenced.

The big takeaway that I want to make sure you all are cognizant of is that everything that we're talking about fits into the previously contemplated Debt Service Plan and this was a project that we prioritized during our capital planning and so we are in good stead to be able to move forward based on that policy guidance.

A couple other points that I'd like to make. I had sent along a communication to you all back on March 2nd. I'm not sure if you've seen that or have that but that communication went into detail on how this \$3 million is going to be used. I'm not going to go into detail right now on that but it's essentially being used to continue the design or what we call the "pre-construction phase" of the project and so I want to make sure you are aware of all that and then I'm going to take this opportunity to highlight one particular issue that has come up as a concern for this body. Rightfully so and also try to address it this evening and that's relative to how we as a community handle our long-term facilities in terms of deferred capital maintenance and just our general facilities planning.

I actually came before the Personnel/Administration Committee back in April of last year and presented on this topic and I have the presentation I gave here with me this evening. I'm happy to share this all with you again for those of you who didn't see it, but it talked in detail about developing a comprehensive facilities management program here in the City and how we would do that. Our plan, subject to your approval, is to continue moving that forward and it's part of the FY27 budget. This is something that we've been working on over the last couple of years and I submit to you that we will continue to prioritize that because we recognize it's a need here in the community.

So with that being said Mr. Chairman, I'd like to hand it over to Director Fauteux who will go into a little bit more detail than I just did, but I wanted to introduce this legislation this evening because of its vital importance. Thank you.

Chairman Dowd

Director Fauteux.

Lisa Fauteux, Director of Public Works

Good evening. Okay, I'll start.

Chairman Dowd

Here we go.

Lisa Fauteux, Director of Public Works

There we go, okay. Lisa Fauteux, Director of Public Works. First, I'm really grateful it's not snowing this evening and that we could get together because this has been really tough to schedule. We appreciate the opportunity to present on the Public Works garage and maintenance facility tonight. We will be providing you with a substantial amount of information, so I apologize in advance for that, but we believe this will be helpful to you as you consider our request.

Joining me this evening are presenters: Joe Sullivan, who is the City's Owner Project Manager from Leftfield, Jeff Alberti, President of Weston and Sampson, Rob Prunier, Executive Vice President of Harvey Construction, and Scott LeClair, CEO of Fitzmeyer & Tocci, Commissioners Shea, Espitia, and Lemen are also here. Commissioner Gregg had planned to present tonight but unfortunately due to work commitments he's unable to join us.

The picture on the screen is more than half of the City's Public Works staff who build and maintain our City's infrastructure. The DPW garage and maintenance facility that we are discussing tonight is not about building a nicer garage for City employees. It's about protecting equipment that the taxpayers in Nashua already own and providing a healthy and safe work environment for our Public Works first responders. Today, the City maintains a Public Works fleet of 364 vehicles worth about \$45 million dollars. These are the vehicles and equipment we use to plow, sweep, maintain roads, sidewalks, traffic lights, and parks, fill potholes, pick up trash, respond to sewer backups, respond to emergencies, etc. Right now, about 80% of that equipment sits outside year-round in snow, ice, rain, and extreme cold and heat because our current Streets garage was built nearly 50 years ago and no longer meets the needs of our Division.

Someone may ask why we need a new facility now when we have operated this way for many years. Well in 1970, Nashua had 55,820 residents. In 2024, Nashua had 91,851 residents. In addition over the last several decades, our fleet size, value of equipment, regulatory standards, and knowledge of safety risks have changed significantly. Our infrastructure has not kept pace. The risk and cost exposure are materially different today than 50 years ago.

You were all sent a report completed by D21 Architects that documented structural deterioration, hazardous materials, and air quality concerns inside the current Street's garage. At the same time, outdoor storage is causing avoidable damage to vehicles. Cold starts, corrosion, frozen hydraulic systems, and longer warm-up times all translate into more repairs, more downtime, and higher replacement costs. A modern facility would allow more vehicles to be kept indoors, reduce breakdowns, extend vehicle life, and improve response time during storms and emergencies. It also creates a safe, healthy working environment for the employees who are out plowing streets at 2 in the morning.

Just as homeowners protect their car in a garage to make it last longer, this project protects a \$45 million public investment. Over time, the avoided repair and replacement costs are expected to offset a significant portion of the project's cost. Delaying the project does not avoid the expense; it increases it. Construction inflation and ongoing repair costs continue to rise each year we wait. Public Works has been good stewards of tax dollars saving millions over the years on such projects as the Skate Park, Main Street sidewalks, Atherton Park, and the landfill recycling buildings. We don't ask for a lot and when we do, we need it. The garage and fleet maintenance facility is about the reliability of essential City services, safety, and long-term financial responsibility. It ensures that when residents need our services, the equipment required to do that work is ready and dependable.

Now I'd like to show a timeline and I think this helps to show that the DPW facility has been in the discussion and planning phases for a very long time. In September 2015, BOA approved Resolution R-15-172 allowing for the acquisition of 141-143 Burke Street. I think we all know what happened there so I won't get into that. In April of 2019, Mayor Donchess appointed elected officials and DPW staff to develop a plan for the potential construction of a building at the landfill. The group discussed creating a plan that would be inclusive of all stakeholders and to discuss possible solutions to provide an appropriate work environment for all DPW departments. In May of 2019, the Board of Public Works decided to hire a 3rd party to review our buildings and provide recommendation. In July of 2019, Harvey Construction was chosen to do this work after interviewing three firms. The scope of the work included reviewing all of our properties and report back to the Committee the cost of rehabilitating our existing facilities versus building new. In November of 2019, Harvey presented their findings to the Board of Public Works and the Board voted to move jointly with the Board of Aldermen and Infrastructure Committee to pursue and build a new home for the Division of Public Works. In December of 2019, the Board gave a favorable recommendation on R-19-187 which authorized the Treasurer to sell bonds for the new facility.

In March of 2022, groundbreaking for the new facility happened. In March 2023, DPW moved into the current administration building. In May of 2025, HKT, Leftfield, and Harvey were hired to design the garage facility. In October of 2025, we received Conservation Commission approval. In November of 2025, we received Zoning Board approval and in January of 2026, we received Planning Board approval. So we've been through a lot with this project as you can see. And with that, I'd like to turn it over to Jeff Alberti who is President of Weston and Sampson.

Jeff Alberti, President, Weston and Sampson

Good evening. Again, my name is Jeff Alberti. I'm the President of Weston and Sampson. I appreciate the opportunity to speak to you all this evening. Prior to my current role at Weston and Sampson, I did run our facilities group and that included a staff that was primarily focused on public works facilities. In fact, it's been something I've dedicated my career to. I've been involved in more than 150 public works facilities in Massachusetts, and New Hampshire, and New England and I'm here this evening to provide an overview of the current conditions at the existing DPW facility located at Stadium Drive, but also to talk about the benefits that a new facility will bring to the Division of Public Works and the community as a whole.

I wanted to kick things off with a high-level overview of my observations of the existing conditions at Stadium Drive. I ended up taking a tour of that facility to review some of the conditions and review some of the independent studies and what was clear to me from that site visit was that the DPW operations have grown significantly as it was mentioned earlier, but the facilities really have not kept pace. As mentioned, the DPW is maintaining a very large fleet, a very important investment that the City has made in that fleet, and the DPW does a really great job of trying to protect that equipment by getting as much of that equipment indoors as possible.

However, that facility is woefully undersized resulting in equipment being packed in essentially like a can of sardines to try to get as much as they can under cover to protect that. So that makes it difficult to navigate the building for the staff, but also unsafe and inefficient. If you look at the first photograph on the left-hand side, you can see some of that equipment really stacked in there and that path that I've drawn in yellow there represents the path that we had to follow to actually get from one end of the building to the other after doing that tour. So certainly, it's inefficient and to move that equipment out would take quite a bit of time. Furthermore if you look on the right-hand side, there are some larger equipment such as plows with wing plows on the sides and these large pieces of equipment end up cutting off

egress pass through that facility making it inefficient and unsafe. Really the only other option to storing the equipment in this manner would be to put it outside and as we'll talk about in a bit, that has a significant impact.

One of the other things that we noted in this tour is that the facility itself does not contain a sprinkler system and when you have all this equipment in there if a piece of equipment were to catch on fire, you could end up losing a very large portion of the City fleet and it happens that just last night in the town of Warren, New Hampshire, you may have seen on some of the headlines, they had a very similar circumstance where they had a vehicle that caught on fire and they lost a portion of their fleet. So it certainly is a big risk, especially when you have upwards of \$20 million in assets that are stored undercover in this old and antiquated building.

On this next slide, this is a view of the break room and the break room is the only space available to support up to 45 staff on a regular basis. If you really look around and start counting the chairs that are in this space, you can see that this is also undersized to support the staff and what makes it worse is that during a storm event, this room needs to support upwards of 75 staff who could be here 24/48 hours depending on that storm event and so clearly, this space is inadequately sized to handle the workforce that it needs to. As a result, staff are forced to take their breaks out in the vehicle and equipment storage area which among other issues has very poor indoor air quality. So it's really not appropriate for staff to be taking breaks in the vehicle and equipment storage areas.

It's also worth noting that some of those chairs that you see aligned along the window, that room is partially funded with salvaged chairs from the landfill. So they do the best they can to provide some amenities but really not appropriate space for the staff.

This is a view of the existing fleet maintenance area and similar to the vehicle storage area, you can see that the space is undersized for today's equipment and fleet maintenance operations. This negatively impacts the safety and efficiency for the fleet maintenance staff and as you can see from these photos, there's little to no room to move around this equipment and perform the regular emergency activities that are needed to maintain this multi-million-dollar fleet.

I also had an opportunity to take a look at the mechanical systems or I should say the lack thereof that exist in the existing Stadium Drive building. The photo on the left shows the boiler system. It's a very old and outdated boiler system. I can only imagine what it's like to try to find parts for that system and on the right, you can see some of the heating components and/or I would say what's left of those heating components because most of them are not functioning and are really not providing the operational needs for the space.

I also spent some time looking around the building for the ventilation system, which is really important when you have vehicles and equipment stored indoors and the building does not have a ventilation system. In fact, I guess it has the old school ventilation system which is open up all the overhead doors and try to get some fresh air in. So it certainly doesn't meet Code and is not good from an energy efficiency standpoint.

So because the facility is undersized, you find that more than 80% of that fleet of this \$45 million dollar fleet is stored outdoors exposing that multi-million-dollar fleet to harsh winter conditions which in turn that impacts the vehicle life expectancy, increases maintenance costs, it contributes to operational inefficiencies, and exposes employees to unnecessary safety issues. Having conducted more than 150 of these types of site visits, I can say that the conditions that I observed are definitely some of the poorest conditions that I've seen for an existing facility, which definitely negatively impact both the efficiency and the safety for the staff working in those conditions.

So next few slides, I wanted to just summarize that the City was able to do a couple of independent evaluation reports. They looked at the overall envelope of the Stadium Drive facility as well as the hazardous building materials and indoor air quality. I'll just summarize the findings of those reports. The first one was done by G21 Architects back in November of 2025. This determined that there is extensive deterioration and systematic degradation of the envelope throughout, widespread material failure, the building - the main systems on the building envelope have exceeded their performance life, and they also observed structural and foundation cracks, as well as some significant roof deterioration. In fact, some of the major systems that have exceeded their functional service life include the masonry. You can kind of see that pretty clearly in that center photograph. Significant cracking and displacement of the exterior envelope. On the left hand side, you can see the metal framing showing significant rusting, which is impacting the overall structural integrity. Sealants throughout this building have failed and exceeded their service life, as well as the roof membrane. So that is beginning to delaminate and that creates a significant problem in the long run.

Certainly there are risks and performance issues as the facility continues to go as you move forward and those risks include increased envelope instability. So you saw all that cracking and as that continues, you end up having pieces

of that envelope falling. You have potential for concealed corrosion from the moisture migration. That'll impact the structural integrity of the building because you'll begin to get corrosion behind the walls on the structural components and the reinforcement. That continues to impact energy inefficiencies, and will result in increased operational costs, and then there's the potential degradation of the indoor air quality. So you can imagine as you get moisture migration, that'll impact the interior of the air quality.

There was another study done in October of 2025 by Universal Environmental Consultants and they looked at both visual and physical testing for hazardous building materials as well as indoor air quality. So they looked at asbestos, PCBs, lead paint, radon, total volatile organic compounds, as well as carbon monoxide. On the on the front of asbestos PCBs and lead paint, there is expectations that there is remediation that's required to deal with that based on the history of the building itself but interior, they also took a look and measured the indoor air quality and probably the most significant concerns start with your CO levels. They tested the carbon monoxide levels without the vehicles running and we're able to get hits above the reportable concentrations, measurable concentrations and as everyone knows, the CO has a significant health impact of employees working in those conditions.

The same is true for the total volatile organic compounds where they tested that and found that they were above target guidelines similarly having impacts to staff that are working in those conditions and certainly, there should be no surprises because that building does not have the necessary ventilation system that would meet today's Code requirements.

So taking all that information, one of the next steps and one of the next few slides I wanted to talk about -one of the big questions that I think I've received on every project that I've done in my 30-year career and that is why should the vehicles and equipment be placed under cover? Because we've been asked that question so many times over the years, we've put together a list of the main topics because it could be - I could go on all day about the importance of putting equipment indoors but I wanted to boil them down to these 5 topics. The first being employee safety and that's number 1 with all of these facilities. You want to create a safe environment for your staff. When you have large equipment, what you can see is an example of an employee safety issue is staff that are coming in during inclement weather, snow, and ice buildup, they have to try to clear off that equipment. You can see in this case you have someone standing on the running board as well as a tire reaching over trying to clear off that vehicle. So certainly putting this equipment outdoors exposes staff to these unnecessary conditions.

Second piece is public safety. I think everyone knows that Public Works is a first responder. They're responsible for getting on the roads, clearing the roads so that the other first responders can do their jobs as well. So time means a lot to every department and if that equipment is stored outdoors, and as I'll show you some examples later in this presentation, you can have issues with getting that equipment started, getting it cleared off. You can see equipment that's covered or equipment that's plowed in. So if that equipment can't respond, that can result in public safety issues throughout the community.

The third piece is the protection of that equipment. We talked about this being a \$45 million investment that the City has made and putting that equipment under cover will absolutely extend that life of that equipment and reduce corrosion as shown in some of these example photographs. That kind of ties into the cost-effective - cost-effectiveness of operations. The way that we've been able to put this together is to look at what is the cost to construct just a simple vehicle storage garage. So your cost to construct, maintain, and operate that space compared to putting all that equipment outdoors and that results in increased vehicle maintenance costs when it's stored outdoors, a decrease in the vehicle life expectancy, meaning you're going to be replacing it more often. You're going to have increased nonproductive labor when it's stored outdoors, trying to prep that equipment, as well as other operational impacts, employee safety impacts, and potential environmental impacts. Through that analysis, and it's a detailed cost-benefit analysis that we've developed, we've determined that it'll cost anywhere from two to three times more if you store that equipment outside over the life of that building. So clearly there's an economic value to housing that equipment under cover.

As an example to back up those numbers, we've done case studies and interviews with numerous departments across New England and this is one of the case studies where a community purchased three large dump trucks, and that's the truck shown in the upper right, but they only had room to store that one - sorry. They purchased three but they only had room to store one indoors - that's the one in the upper right. The remaining two remained outdoors - that's the bottom right - and those two vehicles that were stored outdoors were removed from service early due to significant equipment deterioration and they were in such poor condition that that community actually had to scrap it. They couldn't even sell it at auction. The remainder vehicle that was inside for its entire life, it remained in service for 3 more years and it was in suitable condition when it reached its service life that they were actually able to sell it at auction. So that was a really clear demonstration of the fact that storing that equipment under cover will extend its useful life.

And that brings us to the efficient operations piece. So when you store equipment outdoors, there's a significant amount of impacts and I've outlined them in bullet form and I'll show you a couple of quick videos in a minute. I won't read each one of these; I'll just focus on a few. The first being that the fuel when it's stored outdoors becomes more viscous and this contributes to no start conditions. So as I talked about earlier, trying to get that equipment out to respond to the needs of the community if you can't get it started, it could take 20 minutes, a half an hour to get someone out to help get that equipment started impacting public safety. Once it is started, there are some significant nonproductive labor and waiting for that equipment to warm up so it can begin its operations and there are other pieces. If you look closely at this equipment, it's got a lot of moving parts to it. It has a lot of hydraulic pumps and when you have hydraulic oil that has becomes viscous from sitting out in those cold temperatures, this damages the hydraulic pumps, and results in replacement, and increased maintenance costs.

One of the other big factors is we've seen increase for potential vandalism or rodent damage from leaving that equipment outdoors. That rodent damage can cause quite a bit of damage. Increase in response times due to those no-start conditions as we mentioned and then we also find is the fuel becomes very viscous and that creates an excessive amount of exhaust due to that incomplete combustion of the fuel source and I'll show you an example. This is a very short video and we had a vehicle that was being stored indoors in a minimally heated garage. I'm standing at the back of the vehicle. You can see it outlined in red is the exhaust stack. We had the driver get in the truck and start it up and this is what we got. So you can see very quick to start, very quick burst of exhaust fumes, and that truck was ready to go. We took that exact same vehicle and, again, outlined in red is the exact same exhaust stack. We left this vehicle out overnight, dropped into the 20s. We came in the next morning, had the driver get in, he tried to start it, couldn't get it started. We had to actually go call a mechanic to help us get the vehicle started. So it took about 20-25 minutes. Once we got it started, that exact same vehicle, this was what we got. So you can imagine with the size of your fleet starting up every morning in cold conditions what that would do to the environment never mind the time it takes to get every one of those vehicles started.

But there's more. There's other operations. If all of that equipment were stored outdoors, this is an example of one community doing some storm prep. So you have staff outside in cold conditions, wind-driven snow, poor visibility, as well as staff that have to remove gloves to connect hydraulic hoses. So really some significant impacts of operating outside in these conditions. Whereas a minimally heated vehicle storage garage, one that is being proposed for your facility, this is an example of that same operation taking place. It's well lit. It's minimally heated. It's safe. That's the key is the safety for the staff in these conditions.

And if you take a step back, how will this function compared to how it functions now? Essentially, a vehicle will be able to drive into the vehicle equipment storage garage, pull into a spot, connect to a plow, or other piece of equipment, back out, and respond to the needs of the community in a matter of minutes. In every piece of equipment in this scenario is accessible to respond because the needs change on a daily basis so it's important that that equipment is accessible. So that scenario I just showed you might take a few minutes in the proposed facility. In the current facility, that could take an hour because you have to move out all of that equipment that I showed you earlier just to get to something that might be in the middle or the back of the building. So this really will be an improvement to the overall operation.

So to just sum up some of these benefits based on the experience that I've had with doing this my entire career, based on what I've seen with your operations, there's certainly a significant amount. The first and foremost number one is it would provide a code-compliant and safe work environment for your City employees. One that doesn't exist today. It would protect the City's multi-million-dollar investment that you've made in this equipment for the long term. It provides a modern fleet maintenance area. That fleet maintenance department is responsible for maintaining this \$45 million fleet. New facility will provide them much more safe and efficient manner to do that. Much more efficient workspace and response times to better serve the public. It'll reduce your fleet maintenance costs and unscheduled maintenance activities over time. It really will help to eliminate the need to invest in band-aids for the existing substandard facility or replace that facility before it becomes a mandated emergency replacement.

So at this point, I'm going to turn it over to I believe, Rob, and then I'll be back to talk a little bit about some of the financial impacts and benefits of this type of facility.

Rob Prunier, Executive Vice President of Harvey Construction

My name is Rob Prunier, and I'm with Harvey Construction. I want to thank you very much for taking this on. The due diligence that you're putting towards this project is important. There's a lot of moving parts. That was not - didn't think about that when I was thinking about how many wheels and trucks we're talking about.

But we've been evaluating this building since 2019 and we've looked at a lot of different things in terms of modern standards, cost, schedule, long-term value, and after reviewing the building and reviewing the independent engineering reports that you've all seen, which is kind of scary, we really believe that our conclusion is pretty clear. That the facility is not a viable candidate for renovation. It's an advanced - it's got systematic failure everywhere you look - the envelope, the roofing, the insulation. The core systems have completely deteriorated. Never mind the operational side of things that Jeff mentioned but resulting the ongoing water intrusion and really creates a poor performance for the building.

Equally important is that the building just cannot meet operational needs or code requirements of today's expectations. DPW's buildings require greater ceiling heights, stronger slabs. They need more robust mechanical and ventilation systems. The structure was just not designed to accommodate those needs and retrofitting it, which I'm not sure you can do quite honestly, will require extensive structural and foundational work as well. The foundations are cracking and sinking in spots. The exterior skin is as you've seen in those pictures that Jeff shared with you is deteriorating. So it really makes this situation in terms of thinking about renovating kind of impractical and cost prohibitive. In theory if you start renovating this building, you're taking it all the way down to the bones. So you're talking about replacing the entire building as it is and that's what kind of where we'll get to this in a second.

In addition, buildings that were built from 1972 to 1980 are falling apart across the country right now. That was a time of energy crisis, of high inflation. There were so many factors that were going into poor construction during that period of time that we're seeing everywhere we go. It's become a situation where it's far less - it's far more economical from a programmatic and a financial perspective to just build new than it is to really look at these existing buildings that were built back then in the 70s.

A question has been raised about adding new ventilation to the existing building and we do not think that's feasible. Quite honestly, modern ventilation systems require larger ductwork, additional equipment, more space than older buildings like this one were designed to handle. The existing structure and floor-to-ceiling height in this building and the foundations just does not provide enough room to add new and modern ventilation to that building. So that's something that makes it looking at it from that perspective very difficult. You'd need to cut through structural elements. You'd have to reinforce the building to bring in this bigger equipment, more efficient equipment. You'd have to lower ceilings, which does not make it feasible for the operational side in terms of the cranes and the lifts that you need today for these big trucks. So really adding new ventilation is not a feasible option to this facility from a cost standpoint and that's what you see in front of you today.

In 2021, we kind of looked at it from a square foot basis in a blue sky if I could have everything perfect kind of scenario in terms of program and that was coming in at about \$66 million dollars. Now that's hard costs. It does not include the soft costs - architectural, engineering, equipment, furniture, fixtures. I give the DPW team credit. They really hunkered down and said, "Okay, how do we make this a feasible situation that can take care of Nashua and they got the square footage down to 136,000 give or take.

And that price kept coming down a little bit as they kept tweaking it and working it to that \$42 million that you see here. So that is a feasible option and you'll notice that 13 acres is an important part of that. That's the kind - the type of space that you need to build the program that you need for to take care of the City. If you look at the existing Stadium Drive building. It's a 50,000 square foot building. Like I said, we do not see any value to the building. When the steel is deteriorating, you're in trouble never mind the rest of the skin of the building.

So we took a look at it and took a look a little bit of an estimate and said, okay, not only do we have to pay for new construction but we have to pay for abatement. If you have not been in that building, it's a little scary walking in visually. You don't even have to do any testing. You can see it. You have to abate that building first, then you have to the cost of demolishing it. When you demolish this building, the foundations are useless so you have to take all that away to build new. So you're at about a \$20 million investment just to replace what's there today. But that only gets you 50,000 of the 136,000 square feet that you need and the site just does not accommodate for that. You're 4.5 acres on that Stadium Drive site. So you'd have - you'd need to find 80,000 square feet more just to satisfy the needs of today's DPW operations. That's another \$26 million. So you're at about \$46 million. If you had the land to replace this facility in kind on the Stadium Drive site, it's going to be more expensive than it would to build at the landfill.

Another key part of that is if we took that building down, if we renovate it, you have to find a place for the operation for that part of the DPW operations to go and that's a cost that I don't even know how to quantify. How to rent the lifts and the cranes that you need to take care of those vehicles for 12 or 14 months. That goes on top of that \$46 million. Excuse me.

One other thing. I know there was a question about reducing the size of the building that is being proposed at the new landfill. I'm here to tell you, I don't think it provides meaningful savings by doing that. You have major costs such as site work, utilities, foundations, and certainly the core systems remain largely fixed no matter how big that building is. So shrinking the footprint will sacrifice some functionality without really lowering costs significantly to make it worthwhile. The best value comes from building to the right size for the program, making sure that you build what you need and not start to reduce that.

So for these reasons that you have a 70s building that is falling apart, that is contaminated. I think the landfill presents a real good option for you. It's more practical. It accommodates a full program that you need - not even the full program, a conceded program. The full program would be over 200,000 square feet. You avoid the constraints of the existing site which again, you can replace the 50,000 square feet but you're still short quite a bit in terms of program, and it allows the City to build a modern, efficient, energy-efficient facility. So it's in our opinion - in Harvey's opinion, that the Stadium Drive Streets building has reached the end of its useful life. It probably did 20 years ago to be honest with you and the renovation would be really too costly, risky, and ultimately inefficient in terms of program.

So from an engineering, and a construction, and even a financial standpoint, we believe that new construction is probably the best pathway to go for the City. So I just wanted to share those thoughts with you. We've been studying this for a long time. We've taken it very seriously and we think at the end of the day, the best option is exactly what's put in front of you today. So thank you very much for your time. I don't know who it's going to next.

Scott LeClair, Fitzmeyer & Tocci

All right. Hello, I'm Scott LeClair from Fitzmeyer & Tocci Engineering. So we're the mechanical, electrical, plumbing, and fire protection engineers for the proposed new building, and I'd like to talk to you a little bit today about sort of some of the benefits of the proposed new building, particularly with respect to sustainability and energy efficiency. So we've talked about some of the shortfalls of the existing facility. So some of the things that you would get with the new proposed building, we get a high-performance building envelope, which is also going to save a lot of energy. We're making the building photovoltaic ready so that we could just plug in solar panels anytime if that becomes something the City wants to do. We have very high efficiency lighting controls.

We did a lot of talking earlier about the ventilation system so the new building will have high efficiency energy recovery type ventilation so the air that's brought into the building gets preconditioned by the air that's leaving the building to save a lot of energy.

We're putting in radiant heating solutions in the fleet building, which means that the kind of the floor of the maintenance area gets warmed. That means you don't kind of have to heat the entire building and use a lot of energy. You put the heat where the people are and where it needs to be. The rest of the building where the office, and break, and work areas are we're using a real high efficiency refrigeration type system. We are setting up for EV charging. There's obviously the City's moving forward with some of those vehicles and we'll be ready. We'll have some in place when we start but we'll have plenty of infrastructure there to expand as necessary.

Then I want to talk a little bit about this really unique opportunity that you have here at the landfill site that is really something that just needs to be taken advantage of and that's the methane generator plant heat recovery. Maybe go to the next screen, Jeff. So I don't know if all you know it but right now at the landfill, there's a building in the back, and there's methane that's being drawn off of the landfill itself, and it's being burned into generators there, and that electrical energy is going back on the grid, and the City is essentially making money on that, and has been for many years. That thing's been there for quite some time. While at the same time that energy is being sent onto the grid, there's a bunch of heat that's going up the stack of the generators and is also being ejected in the radiators all the time, 24/7, 365. That plant runs like all the time. There are very short maintenance down periods. So all that time, you're just throwing heat away essentially. So that building, the methane recovery building, is only like 100 feet from the new building. So we're going to take advantage of that heat energy, pull it out of the really it's the radiator energy that we're using, and we can heat the entire campus facility there with that heat essentially for free. So all that energy that's been going up into the atmosphere here for literally decades, we're going to use it to heat all the new building and even the existing building that's already there. We can take care of all of it with that. So it's a really - it's a really unique opportunity for this particular site, and it's really because the plant already exists, and it's something that we can really take advantage of. So I want to highlight that.

Go to the next slide, Jeff. So what does that really mean in terms of like energy and emissions? So the amount of energy that we'll save in one year by using that waste heat is essentially what it is. It is equal to about the same amount of energy of almost 100 homes for a year. In terms of reducing emissions, CO2 emissions, that's the same as taking over 100 vehicles off the road for a year. So it's a lot of emissions that we're saving. It's a lot of energy and

obviously a lot of dollars that we would have to pay if we were trying to heat it ourselves. So big numbers there. Great opportunity. Very unique to the site that's being proposed for the facility.

So a few more things about it on the health and safety side. Again, we already talked about the improved ventilation. This building will have the code required ventilation but it also has emergency systems if there's any kind of like CO buildup or anything like that. It can clear the building if need be. We pick up vehicle exhaust and fleet where they're being worked on, you know, so it's nothing. There's no point discharges in the building. We don't have to leave the door open all the time when they're working on something. You know, we're going to filter the air that's coming in the building so we have filtration. We talked about the energy recovery part of that ventilation system. You know in the shops where they're doing the welding and things like that, we have point exhausts that we can pick those up and take it out of the building so nobody gets subjected to any kind of welding exhaust. We talked about the radiant heating.

So what does this all mean for the City and for the staff? Much healthier work environment, much better, you know, health and wellness for the staff and the employees that are working there. Better morale, better retention - all of that comes with these types of systems. So I just wanted to talk about that a little bit. I think you have a really unique opportunity with this proposed building site to take advantage of some things that normally a lot of cities don't get to take advantage of but this is a good site for that.

Unidentified Male Speaker

Okay. I'll try to round things out here. In earlier slides, we talked a lot about the impacts of the cold weather storage. So I wanted to talk a little bit about the savings that the City can expect over the life of a new building. One of the greatest benefits of a new facility is that the City will be able to protect under this scenario an additional 103 vehicles, which is significant considering the cost of your fleet. Those assets that will now be protected - the additional assets, there's about \$14.7 - nearly \$15 million dollars in assets that you'll be able to protect. As I will discuss in a few minutes, protection of these assets will generate \$25 million to \$45 million in cost savings and cost avoidances over the 50-year life of that building and that's based on those detailed cost-benefit analyzes that we've completed over the years.

So let's recap our current situation. As was mentioned earlier, the building was built in the 1970s. It's approaching 50 years old. It's riddled with OSHA compliance issues, and challenges, as well as demonstrated from the independent studies, it's really exceeded its useful life. Due to that limited size of the building, the DPW is only capable of storing 67 vehicles. That's about 20 percent - less than 20 percent of your fleet under cover. The remaining 297 are stored outdoors. That's exposing 80% of that \$45.2 million dollar fleet or exposing \$36 million dollars of those assets to the impacts of exterior storage. As we mentioned, and I'll repeat it a few times because it's important to understand what all those impacts are, but that includes reduced vehicle life expectancy for the equipment, increased maintenance cost, increase in non-productive labor, as well as employee safety issues.

So what is proposed as part of the new DPW garage and maintenance building, the DPW will be able to store 170 vehicles compared to that 67 that they're currently storing and mind you, in a much more efficient manner than they currently stored. So that's an additional 103 vehicles that will be moved from that outdoor storage to indoors, and this will protect that \$14.7 million dollars in assets, and result in increased operational efficiencies. This ultimately will provide a modern garage that is not only OSHA compliant and safe for staff but also environmentally conscious helping to protect the City's staff and the environment for many years to come.

So as mentioned earlier, there's a significant benefit to locating that fleet indoors, and those costs savings, as well as cost avoidances, and that really consists of reduced vehicle maintenance costs. That's a significant one when you're storing this equipment outdoors. The increased vehicle life expectancy will spread out your replacement costs over time. It'll really help to reduce the non-productive labor associated with cold weather, and storm events, improve efficiencies on a regular day-to-day basis, and not to mention the staff safety which is critical to every part of this facility. Based on that comprehensive cost-benefit analysis that we've developed over 20 years of field investigations and staff interviews, the estimated savings associated with protecting that additional 103 vehicles over the 50-year life of that building will range from that \$25 million on the low end to \$45 million on the upper end. This translates into about \$500,000 to \$900,000 in annual savings associated with this building.

I also understand from some of the discussions earlier that the city, 20 years ago, was looking to build a new Public Works garage and having been designing these public works facilities for the last 30 years, I know that it would have been a fraction of today's costs and that's the premise for this next slide and that is that there is a cost to waiting. Based on the slide that I'm showing you here, you can see that we've looked at it if you wait 5 years, wait 10 years, or wait 15 years what the cost impacts would be and for this analysis, the average cost across the national average for

construction inflation was used and you can see that the costs run from \$55 to \$67 million. So you have \$12 million if you wait five years; you have \$26 million if you wait 10 years; and \$44 million if you wait 15 years.

But not only will there be cost escalation for construction but the City will also lose out on the opportunity to recognize the operational maintenance savings that we've talked about through this presentation. While the cost escalation figures are based on national average, we've been tracking them for the last 10 years and coming out of COVID, we saw significant increases. We saw spikes in the 30 to 33% range and that was due to supply chain issues and labor shortages. Certainly in the current conditions with geopolitical uncertainty and tariff uncertainty, there could be additional increases that aren't calculated in these estimates looking out 5 to 10 years. But one thing is for certain - the size of the facility and the needs will not shrink over time but there will be a significant cost to that exact same facility if we wait.

Some of the other things that are important to take into consideration is that I understand the City is in favorable bonding conditions, so that also helps with the overall planning. So from my independent review of your existing conditions of your proposed plan and what the City is proposing to construct, I think that you have a great solution in front of you to address the problems that we've outlined in this presentation and that solution is protect an additional \$14.7 million dollars in fleet assets, move 103 vehicles indoors thereby extending the life of that equipment by 5 to 10%. Quite frankly, I think it's going to be a lot more than that based on some of the studies that we've done over the years. This will end up reducing your annual maintenance costs significantly. It'll actually allow your mechanics to focus on preventative maintenance instead of emergency repairs, which you find when you store that equipment outdoors. It'll prove storm and emergency response times as well as just general response times for the Department and by the numbers, you have a \$54 million investment. You have the potential estimated annual savings of \$500 - \$900,000 as we just summarized, and for a life cycle cost avoidances, that could be \$25 million to \$45 million, and certainly as I mentioned, any delays will result in additional costs associated with the cost escalation in the market.

So I thank you very much for the time to present to you this evening and be happy to answer any questions.

Chairman Dowd

Okay before I open it up to clarifying questions from the Board, for a long time I've been hoping for a business case analysis and a cost-benefit analysis on a major project and I thought this presentation was outstanding. So I want to thank you for putting that together. It certainly tells a story correctly and it certainly shows the cost-benefit analysis.

Amplifying questions from anyone on the Board? Yes, Alderwoman Kelly.

Alderwoman Kelly

Thank you and thank you for the presentation. I just wonder if maybe Director Fauteux could just focus in on what the Public Hearing is about. It's that first initial - what is it design phase - just so they know what we're actually approving tonight - or Director Cummings.

Tim Cummings, Director of Administrative Services

If I may? Tim Cummings, Director of Administrative Services. I think I can probably address that.

Chairman Dowd

Go ahead.

Tim Cummings, Director of Administrative Services

So what we're here this evening to hopefully earn your favorable recommendation on is R-26-007 and communication was presented to you on March 2nd that detailed what the \$3 million is going to be used for. In summary, it is for design and pre-construction type services to be able to keep advancing the project. We would be coming before you again in the near future once we're further along in design to seek an authorization for the construction.

Now with that being said, a bulk of the monies would go to the architect but not all of it. Some monies would go towards site prep work to start to get the site ready so we can keep the project on track and then there would be some other miscellaneous soft costs that's necessary such as inspections, and testing, and project management services. So that's a high-level summary of what's outlined in the March 2nd communication. Thank you.

Chairman Dowd

All set?

Alderwoman Kelly

Hmm mm.

Chairman Dowd

Alderman Sullivan then Alderman Lopez.

Alderman Sullivan

Thank you. The question I had was I did plan on staying on for the budget portion of this meeting but just two big questions. What are we going to do with the land on Stadium Drive if we move the garage? What's the plan there?

Chairman Dowd

Again, Director Cummings.

Tim Cummings, Director of Administrative Services

Yes, thank you. Tim Cummings, Director of Administrative Services. That is a great question and that would be a great problem to have to solve. We don't have that answer yet this evening. So I can tell you what you don't want to hear is legally, the process would be is the DPW would essentially release control of it. It would fall to Administrative Services. We would be the stewards of the land and asset until, you know, this body and the Mayor decided what you would want to do with it. Thank you.

Chairman Dowd

Does that answer your question, Alderman Sullivan?

Alderman Sullivan

Yes. Whoever wants to take this one. How does building this new building help the average Nashuan?

Alderwoman Kelly

I didn't hear him.

Chairman Dowd

Say that question again.

Alderman Sullivan

How does building this building help the average Nashuan?

Alderwoman Kelly

How does it not?

Chairman Dowd

How does building this building help the typical Nashua resident?

Alderman Klee

The average Nashuan.

Chairman Dowd

Director Fauteux.

Lisa Fauteux, Director of Public Works

Lisa Fauteux, Director of Public Works. I'm sort of surprised by that question because I feel like that our presentation did answer that. But it's protecting a \$45 million asset that the taxpayers have already paid for. It's increasing the longevity of the equipment by saving money. It's faster storm response, decreased maintenance costs, decreased equipment deterioration. I think there's a lot of benefits - having the ability to retain staff. You know many of you have toured the Streets garage with me. It's deplorable conditions. How do you how do you retain staff working in those types of conditions? So I think the benefits are numerous. We're trying to run snow operations from two facilities right now. Very difficult to coordinate those efforts when we're trying to do that. During this winter, the boiler broke down numerous times during snow operations. So not only were they trying to plow at 2 a.m., but they have a building that doesn't even have heat. I mean it's just - it's just - it's pretty awful the conditions that they're working in and it's been going on for a very long time. So I think that the benefits to the taxpayers are numerous. We need a building to be able to operate out of so that we can be there when you need us.

Chairman Dowd

So hopefully that also would improve the health of our employees and save on some of that health insurance that's costing a fortune.

All set, Alderman Sullivan?

Alderman Sullivan

Yes.

Chairman Dowd

Alright. Alderman Lopez then Alderman Gregg.

Alderman Lopez

So I'm not sure who can answer this question but I had a question about the methane heat exchange system. Some now in my 10 years in Aldermen school, I never bumbled into anything about methane and how long it's released. So I was wondering about the longevity. How long is that - how long will we be pulling enough methane to potentially heat this whole facility? Is there any kind of fluctuation over time or is this basically like an indefinite heat source? Anybody?

Chairman Dowd

Scott.

Scott LeClair, Fitzemeyer & Tocci

Yeah, so I'm Scott LeClair, Fitzemeyer & Tocci. Yeah, so we pulled some logs of the operation of the plant. It's very consistent. Like I said, it runs almost at sort of an average of about 90% of the full output over the whole year so and it's been doing that for a long time - well since it's been built. The only time it's ever been down is when they're replacing the generators, which they're actually doing one right now. So we'll have another new generator there pretty soon.

In terms of going forward, it's really as long as the landfill is in operation and then well beyond. So, you know, it's going to be the life of this building because that just keeps - that stuff just keeps generating over time. So you have a really solid source that operates at a very high output rate and so it's very consistent.

Alderman Lopez

I appreciate that. I'm sure you considered that. I just am ignorant of methane use.

Scott LeClair, Fitzemeyer & Tocci

Yeah, unfortunately there's just more going into the landfill all the time and it just keeps on generating it. Yeah, no pun intended.

Chairman Dowd

All set, Alderman Lopez?

Alderman Lopez

Yes. I appreciate the answer.

Chairman Dowd

And by the way when we designed the existing office building, we took into account that we were going to add this at some date. So all the hookups and hookup capabilities are already built into that building.

Alderman Gregg and then Alderman Johnson.

Alderman Gregg

Well in the spirit of the State House, I'm going to do a "Would you believe?" but I think that DPW has a very interesting role in our community where they literally touch every single person in this community. So whatever is happening at DPW is affecting every single resident in Nashua and so that's a huge thing. I'm a firm believer that how you treat your employees, especially when they do services like this is how they go out into the world. So this is a huge effect on our entire community by how we're dealing with this.

Chairman Dowd

Alderman Johnson.

Alderman Johnson

Thank you very much. I don't know who can answer this but it was said that in the break room it can support 45 of our employees but there could be up to 75 in one time. Can someone elaborate on that? Because I'm kind of confused. If – can it have 75 but if you're out plowing, you're not going to have 75 people in there one time are you?

Lisa Fauteux, Director of Public Works

We could.

Alderman Johnson

You could?

Lisa Fauteux, Director of Public Works

Sure. Absolutely. So the 75 would include, of course, not only the Street Department but Solid Waste, some people from Wastewater, maybe some people from Parks, from different departments. But when they come in, we try to provide them some nourishment because obviously sometimes they can be plowing for - somebody mentioned 48 hours. Sometimes it can be 72. I mean it's all hands on deck. We don't have numerous shifts. So when they come in to take breaks, yes there can be several people. When they're being assigned. There are many times when there could be upwards of 75 people – the need for that.

Alderman Johnson

And someone talked about testing as part of this. So is that going to be the area behind the administration building for the PFAS because that's where the new garage is going to be kind of. So is that going to be soil testing in that area where the State said that had to be tested should have been done 5 or 6 years ago?

Lisa Fauteux, Director of Public Works

That testing has been done. Where the old fire training ground was?

Alderman Johnson

Yes.

Lisa Fauteux, Director of Public Works

Yeah. So we found results that would be - that you would expect to see with a fire training ground that operated there. So that is not where the actual building will be though. That'll be more of a parking area and so we're working through those issues with the State. They weren't surprised to see what we found so we're confident that we can easily work through those.

Alderman Johnson

So that's going to be - may I continue?

Chairman Dowd

Follow on.

Alderman Johnson

If that's going to be the more the parking area but you still have to do some type of cleanup in that area or you're not going to have to.

Lisa Fauteux, Director of Public Works

No, I don't think that we're going to need to do any cleanup. If we do, it's going to be very minimal. It could be just for covering the landfill or something of that nature. I don't know exactly what will take place at this point. We're still working through that with the State, Alderman Johnson, but I'm confident that they're very willing to work with us. Again, I'm not surprised with what we found. It would be expected.

Alderman Johnson

And you'll keep this Board abreast of what ..

Lisa Fauteux, Director of Public Works

Sure.

Alderman Johnson

.. the outcome is because I think it's very important that we know ..

Lisa Fauteux, Director of Public Works

Absolutely.

Alderman Johnson

.. as we go along if there's toxicity.

I also would like to ask if I can get a copy of the presentation from everybody. We all got the information on the building that you're in now and which I've said to many people, I mean, that building was definitely neglected over the years. I'm not on board of this 100 percent for my own reasons. I feel that I guess the City has enough money for everything else and they couldn't supply adequate chairs for our employees. I think shame on this City that some of us donated so that they had proper seating during the storms. I think that's sad. We're asking for \$45 million to

replace the building and we can't put anything in the break room for employees that were taking old chairs that were in the landfill to put in the break room. I mean that's what they were saying.

I mean regardless, regardless, you know. I know this building whether I vote for it or not, the building is going to be built but I hope, you know, when you talk about morale, I hope we're going to put something better out there for our employees so when they're plowing for 48 hours, they have something to come in on their break time, and they can relax, and they can feel comfortable, and that they're treated, and they're respected that being out there. Because I hadn't gone through the building with you but when I dropped off the chairs, I was able to see some of the areas, and I, you know, I was a little shocked but it shouldn't be like that. If we do for one department, we should be doing for another department and these guys if we're going to call them our first responders out there, then we have to treat them because they're the ones out there that are plowing 48 hours, and they're not going home to their families, and they're not sleeping, and for them to have old furniture I was really appalled by it as a taxpayer. So when you talk about how is this affecting our taxpayers in the City, this affects the morale definitely. Thank you very much.

Lisa Fauteux, Director of Public Works

May I respond to that quickly?

Chairman Dowd

Yes.

Lisa Fauteux, Director of Public Works

Thank you. Alderman Johnson we could afford new chairs. That break room is despicable. I'd be happy to take you for a tour anytime. The bathrooms are horrible. The whole facility is horrible. It's because - we greatly appreciate the chairs that you donated and so did Alderwoman Smith very much. But it has become - it became sort of a fun game for them. They would find chairs and look what I found. So that's how the chairs ended up that way. Okay. They were trying to make the best out of a bad situation. We did. We have provided chairs and they didn't like them. They wanted to do this because they were trying to make the best out of a bad situation. So I want you to know that the City could have afforded chairs. I think I mentioned that to Alderwoman Smith as well but that's why the chairs look so bad. It became sort of a game, and they each have their own chair, and that's how they - that's how they sort of made a bad situation a little bit better. Okay. So I just want to make sure that I would not deny - I would not deny them.

Alderman Johnson

Thank you.

Lisa Fauteux, Director of Public Works

Okay.

Chairman Dowd

Alderman Thibeault.

Alderman Thibeault

Yeah, thank you, Mr. Chair. Can we just be reminded that we just should be doing clarifying questions not debating or talking about the issue because I got a lot of things I could say, but I want to wait till - we're going to have a meeting afterwards.

Chairman Dowd

Yeah and so whatever is covered in this aspect of the Public Hearing, we probably don't need to hear again during the Budget meeting.

Alderman Thibeault

Perfect. Thank you.

Chairman Dowd

Any other questions? All right. I'll now open the public hearing and testimony in favor of R-26-007. Testimony in favor?

Testimony in FavorManny Espitia, Commissioner of the Board of Public Works

Hi everyone. Manny Espitia, Public Works Commissioner, 15 Hanover Street, Nashua, New Hampshire. I'm here in support of the new Public Works garage. We desperately need it. One of the first things I did when I was elected to the Board of Public Works was tour that the existing facility and it was rough. I think if we want to invest in our City, investing is not having part of the wing of a snowplow not being able to fit and hitting the existing structure. Like that's not how we're going to make sure that we salvage parts here. So I just - I worry that by there is by not acting, by not doing something, we are acting. We are making it so that we're pushing this down the road. It's going to cost even more money to do it down the road. So I want to make sure that this happens. It's an investment for our City.

When people talk about the cleanliness of our City, when people talk about making sure that our roads are plowed so that, you know, first responders and anyone can just get - people can make it to work, things like that and when people talk about just making sure that saving people money. We need to talk about making sure that we protect the investments that we're making. These vehicles are not getting any cheaper and if we leave them out - just like I'm sure all the folks here like if you cared about something - like if I just bought a new book if I really cared about it, I wouldn't just leave it out in my front doorstep. I would probably put it on a shelf in my house. But what we're doing right now is we're just leaving it out the doorstep for the elements and, you know, we should not be surprised when things end up ruined. So I support this legislation and hope that y'all support this one. Thank you.

Chairman Dowd

Any other testimony in favor? Seeing none.

Testimony in OppositionLaurie Ortolano

Laurie Ortolano, 41 Berkeley Street. I'm opposed to this project really based on costs - long-term costs but also because as a Board, I don't think you track large projects well. The Riverwalk project went on for five years, and I think we had two or three public presentations of how the money was spent, and I know after two years, I asked Lori Wilshire if she would talk about where we stood in spending. I could not get her to acknowledge me. I filed a Right to Know to see if I could see where the spending was. It took months and I got a pish posh of data that was really hard to read. You know, I'm tired of seeing this City and this Board of Aldermen ask for large sums of money and then never track a project. I even ask Board members to create an ordinance or a policy where you want quarterly accounting. A quarterly business report comes to you on spending, and we would be able to see it, and no one would acknowledge that, and if quarterly is too much, how about every six months? How about twice a year? You know, a project could take up to five years to do. A project could take three years. When you get one or two reports in that amount of time, you really wonder as a member of the public where does it stand?

What I do know is that as projects delay, costs typically escalate and so for that reason, I just don't see the accounting here and citizens like me are forced to file Right to Knows - very ineffectively. No real dialog with anyone and no one who moves anything, and the other issue is just general transparency. This City has not been transparent. Every bit of every record or information you want is an all-out battle. You know I filed an ethics complaint September 14th. It was three pages long. No need to go into the details. It doesn't matter.

Chairman Dowd

Ms. Ortolano, could you please ..

Laurie Ortolano

All I'm saying ..

Chairman Dowd

.. on this particular resolution?

Laurie Ortolano

I'm speaking to that regarding transparency. It's been six months, and it's your ordinance, and it was supposed to be heard in 30 days. There's no transparency. I heard Miss Gregg say a good way to keep people employed and keep people around is to give them what they need. Have you taken a look at your Community Development Department? The turnover is like 38 people in 3 years out of a Department with 18 people. What's going on over there that results in that kind of turnover? Why are we unable to keep people over there and, you know, nobody ..

Chairman Dowd

Again, that is not ..

Laurie Ortolano

.. looks at that.

Chairman Dowd

.. relative to this resolution. Please ..

Laurie Ortolano

It's relevant to ..

Chairman Dowd

.. stay on track.

Laurie Ortolano

It's relevant to spending money and spending money for projects ..

Chairman Dowd

But you're going a little astray.

Laurie Ortolano

.. and she talked about why we're investing in this project. We're investing in this project to keep people here. Why are we not able to keep people in other departments and I think you should look at that. Okay, that's happening right now. That's here and now. There's just no transparency and so I'm opposed to projects that spend money because the Board as a whole - Lori Wilshire, Vice Presidents, Ward people - do not respond to the public and I'm the only one really here from the public to speak about it. You got 90,000 people. You don't have a lot of people here standing up to speak about it. You may not appreciate my position but it's - you're not being inundated with people who are participating. So for that reason, I know when this project starts, I won't get accounting. It'll be a fight for Right to Knows. There won't be reports given to the Board. It'll be the Riverwalk all over again, and any other project we do, and I'm just not up for it. Thank you.

Chairman Dowd

Anyone else in opposition? Seeing no additional.

Testimony in Favor

Paul Shea, Commissioner of the Board of Public Works

Thank you very much. My name is Paul Shea. I'm the one of the Board of Public Works Commissioners. I live at 42 Hills Ferry Road. I have come to speak in favor of this.

For me, one of the most important questions that we can ask about the business that we conduct as a City is what is it that we would prefer? We spend some time and there seems to be some energy that goes into what we would not prefer. But the most important thing is what we would prefer and we have City workers that are out there 24/7 clearing the roads. They're out there every day clearing the trash. They're out cleaning up the parks. There are a lot of benefits to this project.

For me, I would prefer that most of all that we care for our employees. When I began on the Board of Public Works, I also got a tour of the facility. Commissioner Espitia got a tour two years later when he first came around and that facility is certainly not what we should prefer. It's certainly not what's good for our employees. There were birds in there at the time. The garage doors needed to be replaced and we've mended but it's not enough. It's not enough to show respect to the people that care for the hard work that it takes to keep this place together. So that's why I've come tonight. That's why I've spoken about my favor for this project because it's important that we see the City employees, and they feel seen and appreciated, and we don't just express that through words. We express it through action in the things that we choose to prefer to ensure that things are good, and we're doing right by people, and that's all.

I hate to take such a somber tone on such an important thing. There's a lot to appreciate and we went over a lot of that tonight but for me and I hope for you, I would prefer that we do the best to take care of the employees of the City. Thank you.

Chairman Dowd

Anyone else testimony in favor? Commissioner Lemen.

June Lemen, Commissioner of the Board of Public Works

Yeah, my name is June Lemen. I'm a Commissioner of Public Works. I live at 31 Ashland Street.

Just like Manny, just like Paul one of my first tours was at the garage where I had a bird fly right into my face, which caused a little screeching but one of the things that impressed me so much though was when we toured these facilities and, you know, like before they built the BPW building if you had ever been in the trailer next to the landfill on a lovely hot July day, you would be amazed at how hot it was in there. I never heard not one employee complain ever. Even in a like an aside about the conditions of working at the BPW. They are professional and when Lisa made her presentation at the beginning, she said we don't ask for a lot and it's true. They don't ask for a lot and what they are asking for now is a way to protect the extremely valuable investment that this City has in its vehicles and its employees. We are all charged with spending the City's money well and I don't take it kindly when I'm told that there's no transparency, and there is transparency, and there is also - all of us take that responsibility very highly.

I'm just like everyone else. I don't like it when the tax bill arrives but I know that it directly affects the quality of the lives of every single person who is a taxpayer in the City. The Board of Public Works, you don't have to be a taxpayer in the City. You're affected by how well the Board runs. Your streets are plowed. Your garbage is picked up. You can walk safely through a crosswalk because it's marked well with bollards. So I would just like to say I am in support of this project because I think we have a huge investment here that we need to protect in both vehicles, equipment, and employees. Thank you very much.

Chairman Dowd

Additional Testimony in favor? Seeing none.

Testimony in Opposition - None

Chairman Dowd

I will now close the Public Hearing on Resolution R-26-007 as amended at 8:25 p.m.

ADJOURNMENT

MOTION BY ALDERMAN O'BRIEN THAT THE MARCH 23, 2026 SPECIAL MEETING OF THE BOARD OF ALDERMEN BE ADJOURNED, BY ROLL CALL

A viva voce roll call was taken, which resulted as follows:

Yea: Alderman Klee, Alderwoman Smith, Alderman Thibeault, Alderman O'Brien,
Alderman Gregg, Alderman Dowd, Alderman Sullivan, Alderman Sennott,
Alderman Johnson, Alderwoman Kelly, Alderman Morgan, Alderman Lopez,
Alderman Wilshire

12

Nay:

0

MOTION CARRIED

Alderman O'Brien

For the record Mr. Chairman, we were joined by Alderman Smith at 7:04 and Alderman Lopez at 7:06.

The meeting was declared adjourned at 8:27 p.m.

Attest: Michael B. O'Brien Sr., Clerk



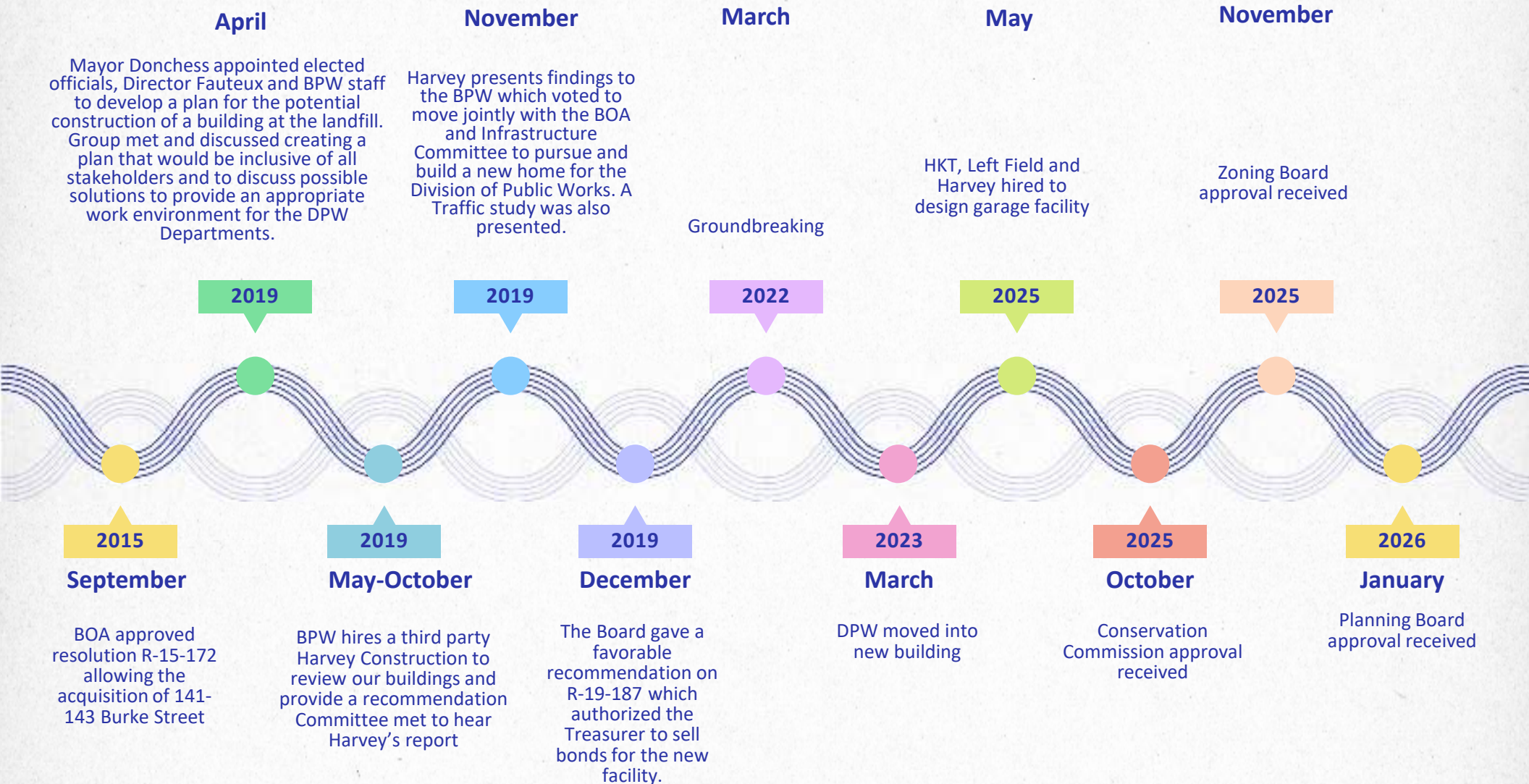
City of Nashua

Division of Public Works
Garage and Fleet Maintenance

Division of Public Works



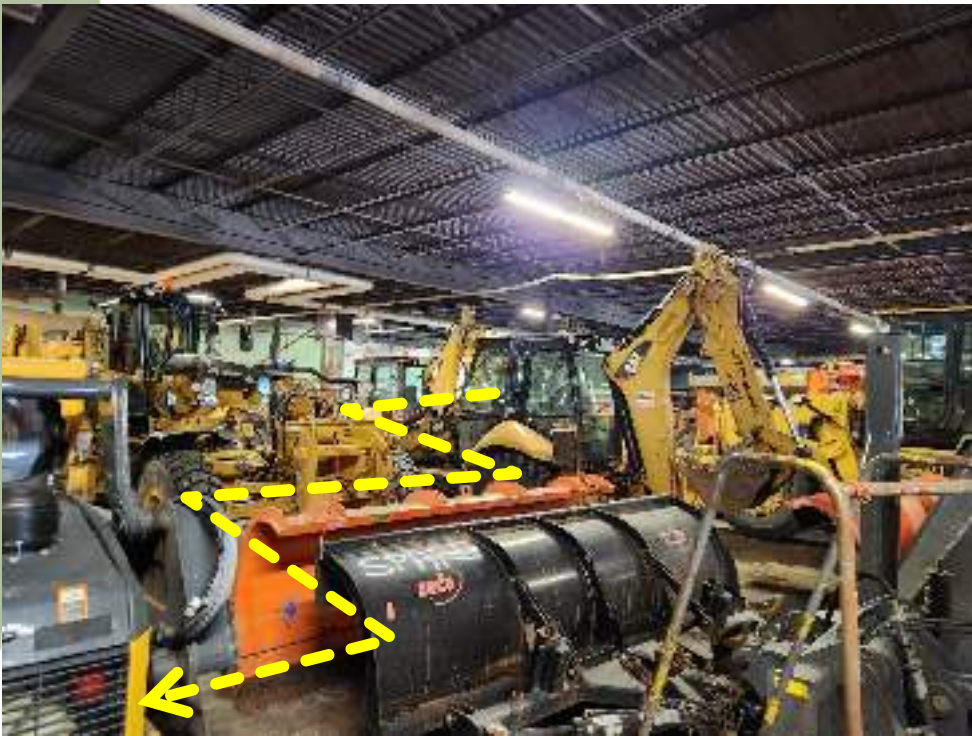
DPW Facility Timeline



Existing Facility Deficiencies

Issues and Inadequacies

- DPW responsibilities have increased significantly over the years along with the number of vehicles and pieces of equipment, but the facilities have not kept pace



Interior storage space is limited resulting in inefficient and unsafe work environment

Existing Facility Deficiencies

Issues and Inadequacies

DPW responsibilities have increased significantly over the years along with the number of vehicles and pieces of equipment, but the facilities have not kept pace



View of breakroom that needs to supports 45 employees regularly and up to 75 employees during a storm event

Existing Facility Deficiencies

Issues and Inadequacies

DPW responsibilities have increased significantly over the years along with the number of vehicles and pieces of equipment, but the facilities have not kept pace



Fleet Maintenance area is undersized and inefficient resulting in unsafe working conditions

Existing Facility Deficiencies

Issues and Inadequacies

- DPW responsibilities have increased significantly over the years along with the number of vehicles and pieces of equipment, but the facilities have not kept pace



Mechanical systems have exceeded their useful life

Existing Facility Deficiencies

Unprotected vehicle/equipment storage due to undersized facility



Inadequate storage results in a portion of the multi-million dollar fleet and equipment being stored outdoors



Existing Facility Deficiencies

Issues and Inadequacies

Summary of independent Building Envelope Evaluation Report
prepared by D21 Architects in November 2025

- Extensive deterioration and systemic degradation
- Widespread material failure
- Building has exceeded the expected performance life of many systems
- Structural and foundation cracks reflecting possible progressive settlement or moisture migration
- Roof system deterioration indicating loss of waterproofing integrity and compromised insulation



CITY OF NASHUA
STREET DEPARTMENT FLEET MAINTENANCE OFFICE
9 STADIUM DRIVE
NASHUA, NH 03601

Building Envelope Evaluation Report
11/16/2025
Prepared by D21 Architects



Existing Facility Deficiencies

Issues and Inadequacies

Summary of independent Building Envelope Evaluation Report prepared by D21 Architects in November 2025

- Major envelope systems have surpassed their function service lives:
 - Masonry
 - Metal Framing
 - Sealants
 - Roofing Membranes



Corrosion impacting structural integrity



Masonry cracks / damage



Roof system surface deterioration

Issues and Inadequacies

Risk and Performance Implications
identified by D21:

- Increased risk of envelope instability and moisture induced structural distress
- Continued water/moisture penetration leading to concealed corrosion and progressive weakening of load-bearing assemblies
- Concealed moisture likely impacting internal framing and reinforcement components
- Significant energy inefficiencies resulting in increased operational costs
- Potential degradation of indoor environmental quality



Existing Facility Deficiencies

Issues and Inadequacies

Summary of independent Hazardous Materials Identification study prepared by Universal Environmental Consultants in October 2025

- Visual observations and physical testing was performed for
 - Asbestos
 - PCBs
 - Lead Paint
 - Radon
 - TVOC
 - CO
- Based on visual observations and age of the building, remediation of Asbestos, PCBs, and Lead Paint are expected
- Further testing and remediation prior to any renovations and/or demolition activities will be required

REPORT
FOR
HAZARDOUS MATERIALS IDENTIFICATION
STUDY
AT THE
NASHUA STREET DEPARTMENT
9 STADIUM DRIVE
NASHUA, NEW HAMPSHIRE



Existing Facility Deficiencies

Issues and Inadequacies

Summary of independent Hazardous Materials Identification study prepared by Universal Environmental Consultants in October 2025

- CO levels ranged from 0-3 ppm and were mostly higher than the limit of detection for the method of 1 ppm.
 - CO can block oxygen from your blood, leading to symptoms like headaches, dizziness, and nausea, and severe poisoning can be fatal
- TVOC levels ranged from 230 to 8,360 $\mu\text{g}/\text{m}^3$ which are much higher than the Seifert "Target Guideline Value" of 300 $\mu\text{g}/\text{m}^3$.
 - Short term high exposure of TVOC can cause immediate symptoms like headaches, dizziness, nausea, fatigue, and irritation of the eyes, nose, and throat. Long term high exposure of TVOC can lead to more serious conditions over time.

REPORT
FOR
HAZARDOUS MATERIALS IDENTIFICATION
STUDY
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9 STADIUM DRIVE
NASHUA, NEW HAMPSHIRE



Benefits of Interior Fleet Storage

Why put the vehicles and equipment indoors.....

1. **Employee Safety**
2. Public Safety
3. Protection of Equipment
4. Cost Effective Operations
5. Efficient Operations



Employee safety is compromised when trying to clear off large equipment in inclement weather conditions as shown above

Benefits of Interior Fleet Storage

Why put the vehicles and equipment indoors.....

1. Employee Safety
- 2. Public Safety**
3. Protection of Equipment
4. Cost Effective Operations
5. Efficient Operations



Vehicles and equipment which are covered by snow or ice may take longer to respond to the needs of the community which could result in unsafe conditions for the public



Benefits of Interior Fleet Storage

Why put the vehicles and equipment indoors.....

1. Employee Safety
2. Public Safety
- 3. Protection of Equipment**
4. Cost Effective Operations
5. Efficient Operations



Outdoor storage contributes to accelerated equipment deterioration

Benefits of Interior Fleet Storage

Why put the vehicles and equipment indoors.....

1. Employee Safety
2. Public Safety
3. Protection of Equipment
- 4. Cost Effective Operations**
5. Efficient Operations

Cost to Construct Storage Garage

- Construction
- Maintenance
- Operation

VERSES

Cost Associated with Exterior Storage

- Increased Vehicle Maintenance
- Decrease in Vehicle Life Expectancy
- Non-Productive Labor
- Operational impacts
- Employee Safety & Environmental

Analyses has shown that it will cost approximately two (2) times more to store equipment outdoors over the life of a building

Benefits of Interior Fleet Storage

Why put the vehicles and equipment indoors.....

Case Study for increased vehicle life expectancy associated with storage of equipment indoors

- Town of Wayland purchased three large dump trucks
- Town only had room to store one indoors
- Remaining two vehicles were stored outdoors
- Two vehicles stored outdoors were removed from service early due to equipment deterioration. Equipment conditions were so poor that they were sold as scrap.
- The vehicle which was stored indoors **remained in service for three more years** and was in suitable condition when it reached its service life that it was able to be sold at auction



Only room to store one (1) new dump truck indoors



Two (2) vehicles stored outdoors due to limited availability of covered storage

Benefits of Interior Fleet Storage

Why put the vehicles and equipment indoors.....

1. Employee Safety
2. Public Safety
3. Protection of Equipment
4. Stormwater Pollution Control
5. Cost Effective Operations
- 6. Efficient Operations**

Benefits of Interior Fleet Storage

Why put the vehicles and equipment in a minimally heated garage.....

Impacts associated with outdoor storage:

- Fuel becomes more viscous contributing to no-start conditions.
- Any vehicle with a water source will need to be drained and filled each day resulting in an increase in non-productive labor.
- Vehicle warm-up times will be increased dramatically resulting in an increase in non-productive labor.
- Condensate in the air tanks for the vehicle compressed air braking systems can freeze requiring the tanks to be defrosted prior to operating.
- Specialty equipment requiring heated storage will not function properly.
- Cold storage results in the hydraulic oil becoming more viscous. This overstresses hydraulic pumps and damages/reduces the life expectancy of the pumps.

Benefits of Interior Fleet Storage

Why put the vehicles and equipment in a minimally heated garage.....

Impacts associated with outdoor storage:

- Increase potential for vandalism and rodent damage associated with unprotected exterior storage.
- Salt/Sand product in spreader bodies will freeze which can damage spreader system. This will require all salt/sand product to be loaded or unloaded each day.
- Cold storage reduces the flexibility of the hydraulic hoses. Rigid hoses coupled with viscous hydraulic oil increases the potential for damaged or broken hydraulic hoses.
- Increase in response times due to no start conditions and increased warm-up periods.
- Viscous fuel generates an excessive amount of exhaust due to incomplete combustion of the fuel source

Benefits of Interior Fleet Storage

Why put the vehicles and equipment indoors.....



Vehicle starting when stored indoors - minimally heated garage

Benefits of Interior Fleet Storage

Why put the vehicles and equipment indoors.....



Vehicle starting when stored outdoors

Benefits of Interior Fleet Storage

Storm event operations with outdoor fleet storage



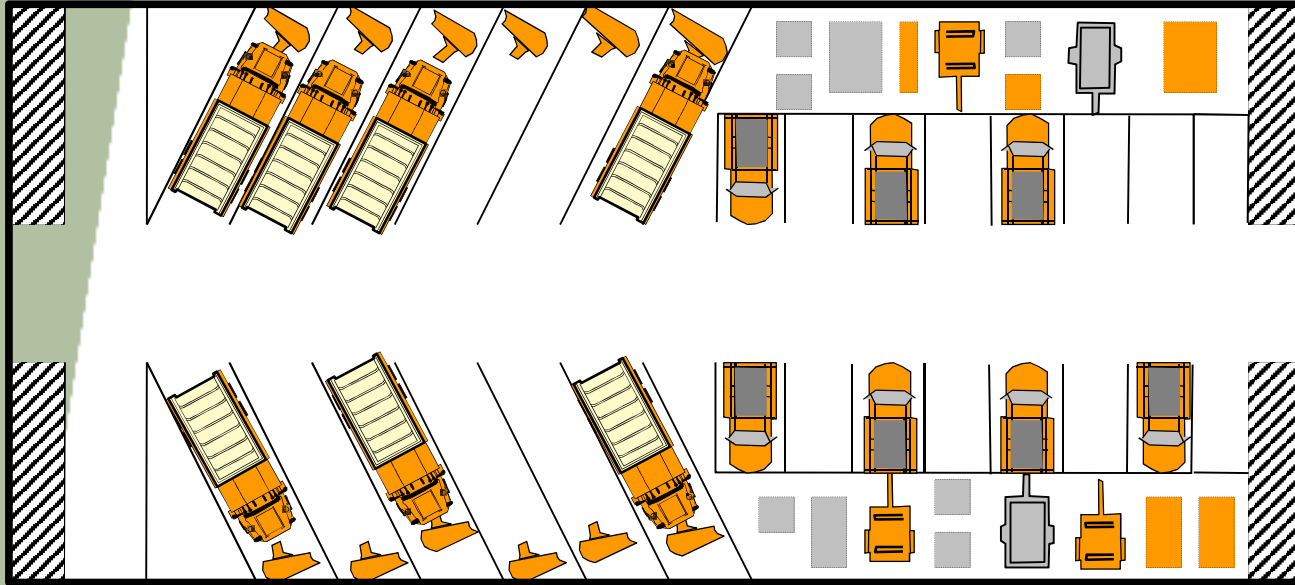
Benefits of Interior Fleet Storage

Storm event operations with a fleet storage garage



Benefits of Interior Fleet Storage

Storm event operations with a fleet storage garage

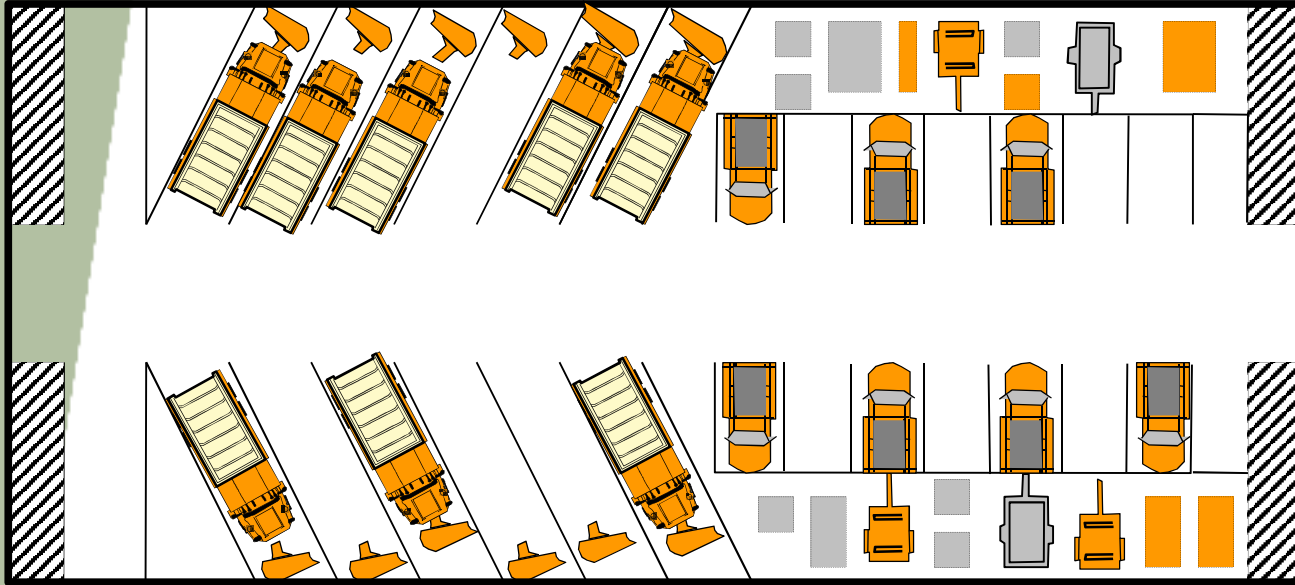


Parking stalls sized to store plows



Benefits of Interior Fleet Storage

Storm event operations with a fleet storage garage



Parking stalls sized to store plows



Benefits of Interior Fleet Storage

What are the benefits?

What will an improved / code compliant facility do for the DPW and the community.....

- Code, OSHA compliant, and safe work environment for City employees
- Protect the City's multi-million dollar investment in vehicles and equipment
- Modern Fleet Maintenance area improving maintenance safety and efficiency
- More efficient workspace and response times to better serve the public
- Reduced fleet maintenance costs and unscheduled maintenance activities
- Eliminates the need to invest money (band-aids) in the existing substandard facility
- Replaces a facility long past its useful life before it becomes a mandated emergency replacement



Analyzing the Existing Streets Building

DPW Phase 2	Renovate Existing Streets Building	2021 Concept	May 2025 Schematic Design	October 2025 Design Development
Total SF	50,000 sf	259,295 sf	136,140 sf	136,140 sf
Construction Cost	\$20,000,000	\$66,087,809	\$44,792,554	\$42,588,706
Cost PSF	\$400 psf	\$255 psf	\$329 psf	\$313 psf
Site Development	4.5 acres	12 acres	13 acres	13 acres
Additional Program	80,000 sf			
Additional Cost	\$26,000,000			
Total Stadium Drive Cost*	\$46,000,000			

*Does not include cost for temporary maintenance and storage space during construction

Sustainability Features

01

High-Performance Building Envelope

Continuous exterior insulation, high-performance glazing, and compliant air barrier per IECC.

02

Photovoltaic (PV) Readiness

Electrical systems designed to accommodate future solar panels.

03

High-Efficiency LED Lighting & Controls

Lighting with occupancy and daylighting controls for reduced energy use.

04

Energy Recovery Ventilation & Exhaust (ERV)

Air-to-air heat recovery to reduce ventilation heating & cooling loads.

05

Radiant Heating Solutions

Radiant floors in maintenance zones and infrared tube heaters in vehicle storage areas allows for lower thermostat setpoints while maintaining comfort.

06

Office HVAC – VRF Systems

All-electric air-source heat pumps for high-efficiency heating and cooling.

07

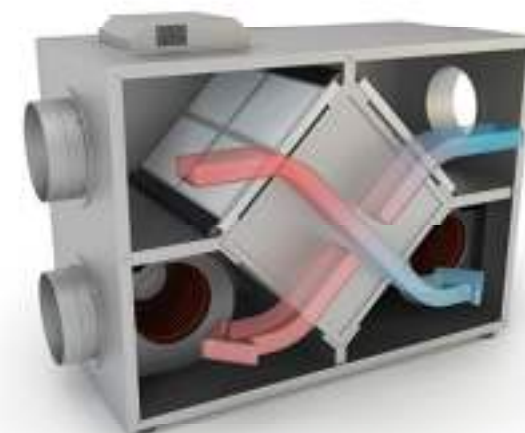
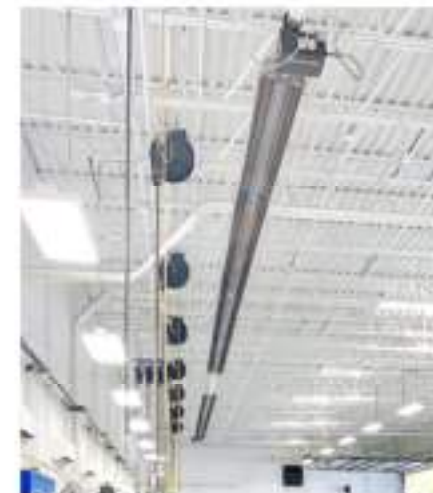
EV Charging Infrastructure

Internal and external EV charging stations incorporated into site design.

08

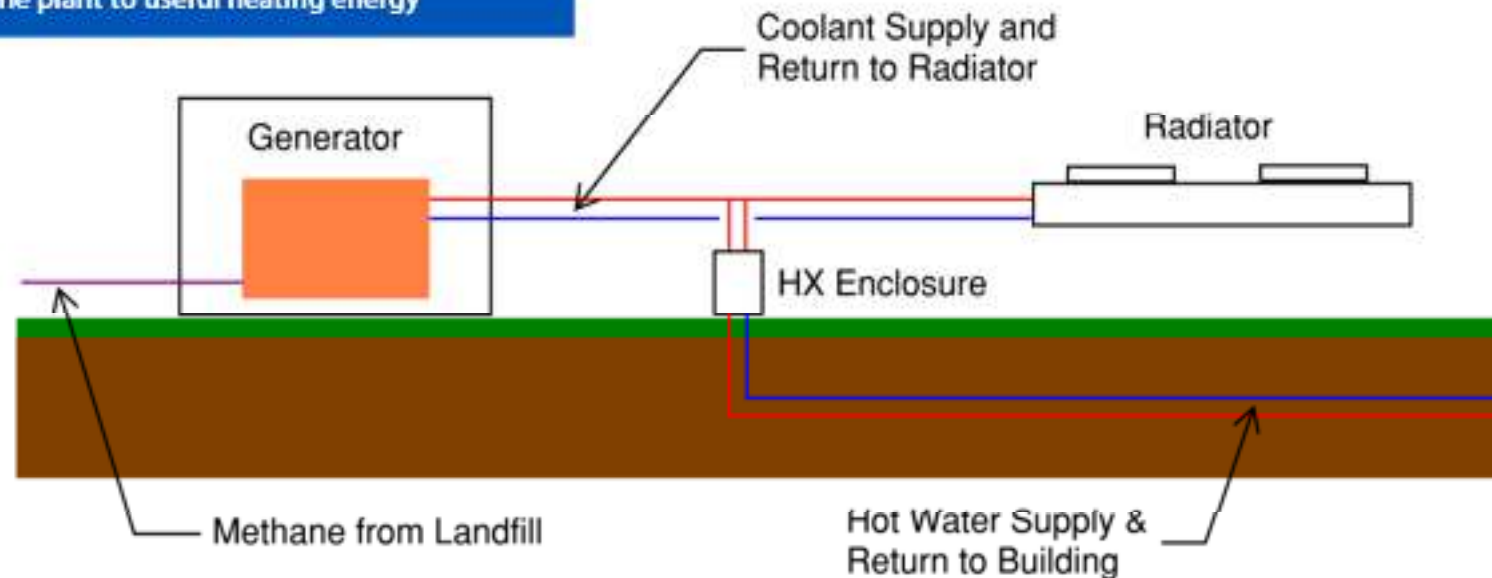
Methane Generator Plant Heat Recovery

Heating to be provided by retrofitting heat recovery to the existing methane generators.



Landfill Methane Heat Recovery System

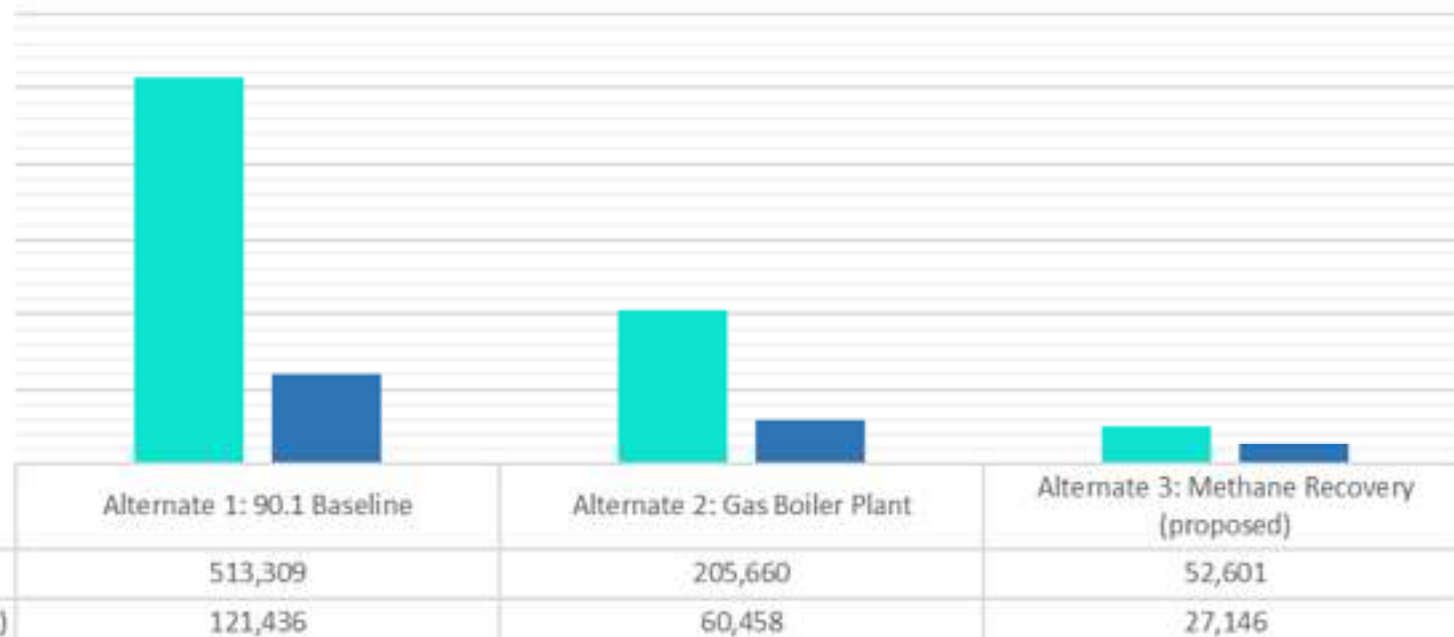
Free Energy!
Converts waste energy from existing
methane plant to useful heating energy



- Methane gas is captured from the landfill and used as fuel in onsite generators.
- The generators produce electricity that is sent out to the grid.
- Waste heat from the generator exhaust and cooling loops will be recovered instead of being rejected outdoors.
- Recovered heat will be transferred to a hydronic system to serve the new building's heating loads.
- No additional fossil fuel combustion is required — utilizing heat that would otherwise be wasted.

- Energy savings equal to powering 96 homes for an entire year.
- Emissions reduction equal to removing 108 gas-powered passenger vehicles from the road.

HVAC Systems: Energy and CO2



■ CO2 Emissions (annual, kg) ■ HVAC Energy Cost (annual, \$)

Health and Safety



Design Features:

- **Improved Ventilation & Air Changes**
 - Code-required ventilation dilutes airborne contaminants and provides a consistent supply of fresh outdoor air.
- **Reduced Vehicle Exhaust Exposure**
 - Dedicated tailpipe exhaust systems capture emissions at the source rather than allowing them to accumulate indoors.
- **Cleaner Air from Central HVAC Filtration**
 - Filters remove dust, particulates, and combustion byproducts.
- **Energy Recovery Ventilation**
 - Maintains ventilation Air Change Rate while recovering heat from the exhaust air and saving energy.
- **Dedicated Welding Exhaust**
 - Captures fumes at the point of generation, keeping them out of occupied areas.
- **Radiant Heating for Thermal Comfort**
 - Improved comfort and well-being for workers in the shop and the vehicle storage facility.

Benefits:

Healthier Work Environment: Decreased exposure to pollutants, contaminants, and fumes compared to older unventilated or poorly ventilated facilities

Supports Morale & Retention: Cleaner, more comfortable, and safer workspaces contribute to higher employee satisfaction and long-term health.





The \$54M facility will pay for itself through maintenance savings alone, generating \$25-45M in cost avoidance over 50 years

\$875k

Annual Savings (Estimated)

103

Additional Vehicles Protected

\$14.7m

Asset value sheltered



CURRENT SITUATION

AGING INFRASTRUCTURE

Current Streets Department building is nearly 50 yrs old with multiple OSHA compliance challenges

INADEQUATE CAPACITY

Can only house 67 of 364 fleet vehicles (20%) leaving 297 vehicles exposed to elements

ASSET RISK

\$45.2M in total fleet value, with 80% stored outside or in cold storage

BY THE NUMBERS

364

Total Fleet
Vehicles

67

Vehicles
Currently
Housed

297

Vehicles
Exposed or in
Cold Storage

50

Years Old
Street Building
Age



NEW DPW GARAGE BENEFITS

CAPACITY

This garage with its additional space will provide capacity for 170 vehicles, 47% of the total fleet

ADDITIONAL PROTECTION

An additional 103 vehicles will be moved from outdoors to indoors, allowing for better protection and fleet coordination

ASSET VALUE

An additional 14.7 million dollars in fleet equipment will be protected

MODERN GARAGE DESIGN



Proper drainage



Environmental
protection



OSHA-compliant
workspace



COST SAVINGS BREAKDOWN

The \$54M facility will pay for itself through maintenance savings alone, generating \$25-45M in cost avoidance over 50 years

\$25m-\$45m

Total 50 year maintenance savings

\$500k-\$900k

Annual Savings in Cost

67

Vehicles now protected indoors

Source: [Government Fleet magazine study](#). 60-vehicle municipal fleet: outdoor storage \$38M vs. indoor \$13M over 50 years.



20 years ago, there was a proposal to create a Public Works garage that would have saved the city money if it was built then. Every year we wait, it will cost the city more money



Delay Costs Include: National average for construction Inflation (6-8% annually) & lost projected savings of \$700k/year. Does not include bonding rate fluctuations, which is now very favorable to the city due to its rating and the rates.

THE SOLUTION

- Protect \$14.7M in additional fleet assets
- Move 103 vehicles indoors
- Extend vehicle life by 5-10%
- Reduce annual maintenance costs by 15-25%
- Improve storm and emergency response times

BY THE NUMBERS

- \$54M dollar investment
- \$500-\$900K estimated annual savings
- \$25M-\$45M lifecycle cost avoidance over 50 years
- 5 year delay could add \$15M to the project cost